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PART 1 INTRODUCTION

BACKGROUND

INDUSTRIAL TRENDS

INDUSTRIAL RETENTION POLICIES

CITY WIDE INDUSTRIAL CLUSTER LOCATIONS

INDUSTRIAL CLUSTER PLANNING PROGRAM

INDUSTRIAL CLUSTER PLANNING PROCESS
The purpose of this report is to evaluate the South Cummins-ville Community in order to assess the potential for implementing the Industrial Cluster Planning Program in this area. In order to accomplish this, there are three different parts contained in this document. Part 1 provides background information on Cincinnati's industrial trends and also outlines several steps currently being taken by the City in order to retain existing industries.

Part 2 provides an inventory of South Cummins ville's existing conditions including community profiles; business and industry profiles; land use patterns; traffic circulation patterns; and other aspects which make up the community. The inventory serves as a handbook which describes in general terms the community's assets and liabilities in relation to implementing the Industrial Cluster Planning Program.

Part 3 of the report provides conclusions which evolve from the inventory of existing conditions. Recommendations are also provided which outline several action steps that should be taken by South Cummins ville's industries if they would like to participate in the Industrial Cluster Planning Program.

Cincinnati's existing industries are among the City's most valuable resources. Much of the City's general operating revenue is generated through earning tax levied on people who work in the City. In addition, a significant portion of the City's employment base is comprised of industrial type jobs. This means that Cincinnati's industrial base remains as a vital source of tax revenue and employment. Therefore, it is critically important to support existing industries and encourage new economic growth wherever possible.

In recent years manufacturing and other types of industries have been migrating from central city locations like Cincinnati to suburban areas and in some cases to southern or western locations. This industrial migration can be attributed to several reasons including: 1) Cincinnati's scarce supply of available land that can be used for new industrial development or expansion; 2) the availability of low cost land in suburban areas; 3) increasing crime rates and other social problems associated with urbanized areas; 4) lower taxes; 5) lower labor costs; 6) the inability of
the City to assist in removing older buildings; 7) changes in industry building standards from multi-story to single floor buildings that lend themselves to suburban locations.

For these same reasons, Cincinnati has an increasingly difficult time competing with regional areas in attracting new industries and providing real opportunities for existing industries to expand.

The consequences of industrial migration are severe. Declining employment levels means less tax revenue and the city is being faced with increased operating deficits. Therefore, the retention of Cincinnati's existing industries is critical to stabilizing employment and a declining tax base.

**INDUSTRIAL TRENDS**

Historically, Cincinnati has been recognized as one of the Midwest's centers of industrial manufacturing activities. The City's industrial roots lie in the pork packing plants, breweries, and machine tool shops of the last century.

However, the City has experienced several economic shifts as population, modes of transportation, energy sources and other conditions have changed. Although Cincinnati's industrial base is dominant as a source of employment, the City's economic base is experiencing a transition from manufacturing to service industries. Since 1967, the number of manufacturing workers in the City has significantly declined, while the number employed in selected services showed a gradual upward climb. Graph 1 illustrates the changes in the number of workers in each employment category between 1954 and 1980.

Further evidence of the City's declining industrial employment trends is revealed by the net change in the number of industrial firms operating in Cincinnati between 1972 and 1980. See Table 1. As can be seen in the net change column, only two industry groups -- lumber/wood and machinery, experienced an increase in the total number of firms. These figures do not indicate why various industries left the city, nor do they specify where the industries may have relocated or whether these firms merely went out of business.

In summary, the City of Cincinnati employment base has been experiencing a shift from manufacturing to service industries. The City has experienced a decline in the number of industrial firms and employment, during the past decade.
### TABLE 1

<table>
<thead>
<tr>
<th>SIC</th>
<th>1972 # of Firms</th>
<th>1980 # of Firms</th>
<th>Net Change</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 Foods</td>
<td>103</td>
<td>69</td>
<td>-34</td>
<td>-33.0%</td>
</tr>
<tr>
<td>22 Textiles</td>
<td>17</td>
<td>11</td>
<td>-6</td>
<td>-35.2%</td>
</tr>
<tr>
<td>23 Apparel</td>
<td>62</td>
<td>40</td>
<td>-22</td>
<td>-35.4%</td>
</tr>
<tr>
<td>24 Lumber/Wood</td>
<td>6</td>
<td>18</td>
<td>+12</td>
<td>+200.0%</td>
</tr>
<tr>
<td>25 Furniture</td>
<td>38</td>
<td>17</td>
<td>-21</td>
<td>-55.2%</td>
</tr>
<tr>
<td>26 Paper Products</td>
<td>38</td>
<td>38</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>27 Printing</td>
<td>231</td>
<td>228</td>
<td>-3</td>
<td>-1.2%</td>
</tr>
<tr>
<td>28 Chemicals</td>
<td>85</td>
<td>65</td>
<td>-20</td>
<td>-23.5%</td>
</tr>
<tr>
<td>30 Rubber/Plastics</td>
<td>23</td>
<td>17</td>
<td>-6</td>
<td>-26.0%</td>
</tr>
<tr>
<td>31 Leather</td>
<td>10</td>
<td>7</td>
<td>-3</td>
<td>-30.0%</td>
</tr>
<tr>
<td>32 Stone, Clay &amp; Glass</td>
<td>40</td>
<td>24</td>
<td>-16</td>
<td>-40.0%</td>
</tr>
<tr>
<td>33 Primary Metals</td>
<td>45</td>
<td>33</td>
<td>-12</td>
<td>-26.6%</td>
</tr>
<tr>
<td>34 Fabricated Metals</td>
<td>134</td>
<td>116</td>
<td>-18</td>
<td>-13.4%</td>
</tr>
<tr>
<td>35 Machinery</td>
<td>144</td>
<td>148</td>
<td>+4</td>
<td>+2.7%</td>
</tr>
<tr>
<td>36 Electrical Machinery</td>
<td>26</td>
<td>25</td>
<td>-1</td>
<td>-3.8%</td>
</tr>
<tr>
<td>37 Transportation Equipment</td>
<td>20</td>
<td>12</td>
<td>-8</td>
<td>-40.0%</td>
</tr>
<tr>
<td>39 Instruments</td>
<td>103</td>
<td>75</td>
<td>-28</td>
<td>27.2%</td>
</tr>
</tbody>
</table>

**PERCENTAGE CHANGE IN THE NUMBER OF INDUSTRIES BETWEEN 1972 AND 1980**
INDUSTRIAL RETENTION POLICIES

In view of these declining employment trends, the City of Cincinnati has adopted several policies and strategies which are intended to support the City's existing industries. The Coordinated City Plan, Volume 2: Strategies for Comprehensive Land Use states in its industrial land use section, that the City's overall goal is to "promote development by planning for the retention and expansion of city's existing industry and the development of new industrial land use."

The citywide policies urge that: existing industries rehabilitate and remain in their present location; new industrial land use be planned where industrial development would be compatible with existing land uses, where significant amounts of industry exist or around existing industries where new land for parking or plant expansion may be encouraged. (See CCP, Volume 2: Strategies for Comprehensive Land Use, pages 13-21.)

In accordance with the CCP industrial land use policies, the City is committed to strengthening its industrial base. This will be accomplished by a variety of planning and development activities which channel technical, organizational and financial assistance to the City's industries.

The Department of Economic Development and the Department of City Planning have established a comprehensive Industrial Cluster Planning Program which is aimed at stabilizing and retaining Cincinnati's existing industries. The ultimate objective of this program is two-fold: to establish a formalized mechanism of consistent communication between local industrialists and City government; and to facilitate the retention, growth and physical expansion of the City's industries.

CITY WIDE INDUSTRIAL CLUSTER LOCATIONS

Industrial land in Cincinnati comprises approximately 3,890 acres or 8% of the City's total land area. Much of this industrial land and a significant portion of the City's employment and tax base is located in 13 identifiable areas which have a high concentration of industries. These areas are called "Industrial Cluster Locations" and may be characterized as the City's "older" industrial communities. They are principally located within the Mill Creek Valley and I-75 corridor, Norwood Trough, Red Bank Corridor and the Ohio River Valley.

Map 1 illustrates the 13 Industrial Cluster Locations.
INDUSTRIAL
CLUSTER
PLANNING
PROGRAM

The Industrial Cluster Planning Program is primarily geared toward working directly with industrialists in solving physical problems related with their business. The underlying concept behind this program is a combination of problem solving and strategic development applied to industries. The program focuses on the City's older industrial communities or "clusters" in order to assist area industrialists in solving common problems such as, parking shortages, crime, updating equipment, property improvements, plant expansion, and land acquisition.

The Industrial Cluster Planning Program revolves around a council consisting of industrialists in the project area. This "Industrial Council" is formed by soliciting each industry within the vicinity. It should be emphasized that in order to ensure the successful execution of the program, there must be a strong commitment on the part of area industrialists to participate in the Industrial Council activities. The Council functions as the forum for problem identification and plan development. After formation and adoption of by-laws and a constitution, the Industrial Council work activities and the program's execution are accomplished with the assistance from the City's industrial planning and development team. This City team includes two departments that coordinate all activities with the Industrial Council. The departments function as follows:

Department of City Planning

Responsible for planning work and assists in the coordinating activities with individual industries, with the Industrial Council and other City departments that might participate in the project.

Department of Economic Development

Responsible for project phasing execution and implementation of the physical development recommendations once a plan is completed.

There are three primary phases in the Industrial Cluster planning process. They are: 1) Existing Conditions Inventory Phase, 2) Survey Finding and Issue Identification Phase, 3) Plan Development Phase. See Chart 1. Each phase in the process has several work items and a final product associated with it. The different phases represent "key" decision-making stages that guide the industrialists and the City Team through the entire process. The following summarizes the three-phase process:
In this phase of the process the City Team conducts an inventory of existing conditions in the industrial area. This inventory is used to evaluate various physical conditions such as land use patterns, street conditions, utility services and other aspects which make up the industrial area. The inventory describes the assets and liabilities of the cluster. This information allows the City Team to assess the area's potential for implementing the Industrial Cluster Planning Program.

<table>
<thead>
<tr>
<th>Existing Conditions</th>
<th>Survey Findings</th>
<th>Development Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1</td>
<td>Phase 2</td>
<td>Phase 3</td>
</tr>
<tr>
<td>Inventory of Physical Conditions</td>
<td>Initial Contact Between City Team and Industrialists</td>
<td>Conduct Follow-up Interviews</td>
</tr>
<tr>
<td>Observations And Suggestions</td>
<td>City Team Conducts In-Person Interviews</td>
<td>Develop Goals and Objectives</td>
</tr>
<tr>
<td>City Team Completes Existing Condition Report</td>
<td>Survey Findings and Issue Identification Report by City Team</td>
<td>Review Issues and Define Parameters</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop Implementation Strategies</td>
</tr>
<tr>
<td></td>
<td></td>
<td>City Team Completes Industrial Development Plan</td>
</tr>
</tbody>
</table>

If it is determined that the program should continue, the City Team conducts in-person interviews with a sample portion of the area's industrialists. These interviews serve as an introduction to the cluster planning concept and also allow the industrialists to express any future plans and/or identify any issues or problems that may affect their operation. This information is compiled into a Survey Findings and Issue Identification Report and combined with the Existing Conditions Inventory. It should be emphasized that the
most important portion of the work involved in the industrial planning process occurs after the critical issues and/or problems are identified. After this, the actual scope of the planning and development work is determined. This is accomplished with the assistance from the industrialists who must be willing to air concerns and clarify problems which affect their businesses. This requires direct communication between area industrialists and the City Team. The outgrowth of this activity suggests action needed to address the various problems in the plan development phase.

During this phase, the City Team develops several alternative solutions to address specific problems identified in the Survey Findings/Issue Identification Phase. The City Team evaluates the alternative solutions with the industrialists. Once a clear set of solutions is obtained, the City develops a number of implementation strategies geared toward solving the various problems. The implementation strategies are finalized in the form of an Industrial Development Urban Design Plan. The urban design plan provides cost estimates for improvements, staging of improvements, alternative financing methods, and other development recommendations. If it is adopted by City Council ordinance, the urban design plan provides the "public purpose" necessary for the City to acquire private property in the area and to resell it for industrial expansion or redevelopment.
PART 2 COMMUNITY OVERVIEW AND
STUDY AREA EXISTING CONDITIONS

LOCATION AND DESCRIPTION
COMMUNITY Profiles
COMMUNITY ORGANIZATIONS
CITY PLANS AND ACTIONS

INDUSTRIAL STUDY AREA: EXISTING CONDITIONS

BOUNDARY DESCRIPTION
INDUSTRY PROFILES

LAND AND STRUCTURES
LAND USE
ZONING
TOPOGRAPHY
BUILDING CONDITIONS

CIRCULATION SYSTEM
STREET CLASSIFICATION
TRAFFIC VOLUMES
ACCIDENT COUNTS
STREET CONDITIONS
PARKING AREAS
RAILROAD SERVICE
BUS SERVICE
LOADING AREAS

UTILITIES AND MUNICIPAL SERVICES
SEWER SYSTEM
ELECTRIC SERVICE
WATER SERVICE
POLICE SERVICE
FIRE SERVICE

PROPOSED EXPANSION AREAS
South Cummins ville is located in the Mill Creek Valley at the junction of I-75 and I-74, about five minutes by car northwest of the Central Business District (see Map 2). The hillside to the west, the Mill Creek to the east and I-74 to the north together form an easily recognizable boundary around the neighborhood. South Cummins ville as a statistical neighborhood is contained within and accounts for the majority of the area identified in Census Tract 77.

Access to the neighborhood is limited to three primary entry points. Traffic moves through the neighborhood from the east by way of Elmore Street and Hopple Street, whereas from the north and south, Beekman Street provides the only through access.

From the Western hillsides, the topography of the neighborhood gradually slopes downward to the Mill Creek. Most of the eastern portion of the community is perceived as part of the Mill Creek Industrial Corridor, while the western portion of the community is residential in nature.

Below: The Mill Creek shown here forms the eastern boundary of South Cummins ville.
The socio-economic data presented is taken from the 1980 Urban Statistical Files of R. L. Polk Company. The South Cumminsville neighborhood boundary is contained within Census Tract 77. The identifiable boundary limits of tract 77 are I-74 to the north, the Mill Creek to the east, and Westwood Northern Boulevard to the south. See Map 3.

In 1980 the population of South Cumminsville was 3,120 and approximately 41% of the residents were under 18 years of age. A total of 1,222 households were identified in 1980. The average size of each household was estimated at 2.78 persons, 17% higher than the city-wide average. The average household income was $11,119 which is 34% lower than the city-wide average of $16,872 in 1980. Thirty-two percent of the population of South Cumminsville was in poverty in 1980 compared to 15% city-wide.

Both unemployment and retirement among households in South Cumminsville were high in 1980. See Table 2. An estimated 20% of the household heads were unemployed and 21% were retired in 1980. Over half of the employed household heads classified their occupation as being blue collar which represents 26% of the total number of household heads. Fifteen percent of the total household heads classified their occupation as being white collar.
### 1980 SOCIO-ECONOMIC CHARACTERISTICS

#### Table 2

<table>
<thead>
<tr>
<th>Component</th>
<th>Total</th>
<th>% of Area Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>3,120</td>
<td>100%</td>
</tr>
<tr>
<td>Household Income</td>
<td>$11,119</td>
<td></td>
</tr>
<tr>
<td>Federal Program Eligibility (CDBG 2 + Person Households)</td>
<td>546</td>
<td>100%</td>
</tr>
</tbody>
</table>

#### Households Classified by Selected Occupations of Household Head

<table>
<thead>
<tr>
<th>Occupation Type</th>
<th>Totals</th>
<th>% of Area Total</th>
<th>Average Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>White Collar Workers</td>
<td>171</td>
<td>15.24</td>
<td>$16,622</td>
</tr>
<tr>
<td>Professional/Technical</td>
<td>35</td>
<td>3.11</td>
<td>18,220</td>
</tr>
<tr>
<td>Managerial</td>
<td>44</td>
<td>3.92</td>
<td>19,430</td>
</tr>
<tr>
<td>Sales</td>
<td>17</td>
<td>1.52</td>
<td>17,849</td>
</tr>
<tr>
<td>Clerical</td>
<td>75</td>
<td>6.68</td>
<td>14,548</td>
</tr>
<tr>
<td>Blue Collar Workers</td>
<td>296</td>
<td>26.38</td>
<td>15,367</td>
</tr>
<tr>
<td>Foremen</td>
<td>8</td>
<td>.71</td>
<td>16,088</td>
</tr>
<tr>
<td>Skilled &amp; Semi-Skilled</td>
<td>75</td>
<td>6.68</td>
<td>16,573</td>
</tr>
<tr>
<td>Operatives</td>
<td>148</td>
<td>13.19</td>
<td>16,657</td>
</tr>
<tr>
<td>Unskilled</td>
<td>65</td>
<td>5.79</td>
<td>13,227</td>
</tr>
<tr>
<td>Armed Forces</td>
<td>3</td>
<td>.26</td>
<td>16,060</td>
</tr>
<tr>
<td>Service Workers</td>
<td>47</td>
<td>4.19</td>
<td>11,346</td>
</tr>
<tr>
<td>No Occupation Indicated</td>
<td>235</td>
<td>20.06</td>
<td>7,362</td>
</tr>
<tr>
<td>Male</td>
<td>62</td>
<td>5.53</td>
<td>9,403</td>
</tr>
<tr>
<td>Female</td>
<td>163</td>
<td>14.53</td>
<td>5,322</td>
</tr>
<tr>
<td>Retired</td>
<td>242</td>
<td>21.56</td>
<td>6,534</td>
</tr>
<tr>
<td>Male</td>
<td>145</td>
<td>12.92</td>
<td>8,090</td>
</tr>
<tr>
<td>Female</td>
<td>97</td>
<td>8.64</td>
<td>4,978</td>
</tr>
<tr>
<td>Unclassifiable</td>
<td>22</td>
<td>1.96</td>
<td>15,820</td>
</tr>
<tr>
<td>Area Total</td>
<td>1122</td>
<td>100%</td>
<td>11,119</td>
</tr>
</tbody>
</table>

There are two community organizations in the South Cumminsville neighborhood. These are the Millvale Resident and Community Organization which presides exclusively over the Millvale Housing Development and the South Cumminsville Community Council which presides over the remainder of the neighborhood. Based upon the 1981 community budget requests, the neighborhood's primary concerns relate to increased job opportunities, traffic, safety, crime prevention and beautifying the area through various clean-up programs. At this time, there is no Community Development Corporation in the South Cumminsville neighborhood.

In 1974, Cincinnati Metropolitan Housing Authority commissioned the architectural firm of Glaser and Myers Associates to design and supervise the rehabilitation of the Millvale Housing Development. This project which is now completed has received an award of design excellence and has drastically improved the character of the area. Residents from the area played an active role in developing the design specification for the rehabilitation project.

In 1981, City Council approved the vacation of Follett Avenue north of Dreman Avenue to accommodate a development plan proposed by the Ohio Knife Company. As part of that action Ohio Knife was also granted a loan through the Industrial Revenue Bond (IRB) program for their construction activity.

The Enterprise Machine Company located on Llewellyn Avenue was the recipient of a loan through the City approved Small Business Association Loan Guarantee Program.

The reuse potential of the publicly owned Garfield School on Beekman Avenue and the West Fork Incinerator site on the east bank of the Mill Creek are being considered.

Pflum, Klausmeyer, and Wagner, a local planning consulting firm, was commissioned to prepare a community plan in South Cumminsville.
INDUSTRIAL STUDY AREA: EXISTING CONDITIONS

BOUNDARY DESCRIPTION

For the purpose of this evaluation, the South Cumminsville Industrial Study Area boundary includes: Interstate-74 on the north; the Mill Creek on the east; the Hopple Street viaduct on the south; and Beekman Street and the West Fork Creek on the west. Map 4 illustrates this study boundary.

The portion of the community located roughly to the east of Beekman Street is the industrial focus area. However, the expanded study area boundary as shown on Map 4, reflects the need to consider the impact existing industries have on adjacent residential areas.

Below: Beekman Street north of Moosewood Street
BOUNDARY

SOUTH CUMMINSVILLE INDUSTRIAL STUDY

PREPARED BY THE DEPARTMENT OF CITY PLANNING
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT

MAP 4

NO SCALE
INDUSTRY PROFILES

There are approximately 32 industrial firms located in the South Cumminssville study area. See Map 5 for the locations of each firm in the area. Twenty of the firms are manufacturing operations, four are wholesale warehousing operations, seven are classified as industrial service establishments and only one of the firms is a motor freight carrier. Of the twenty manufacturing establishments, eighteen of the firms are involved in metal fabrication or machine tooling, which is the most represented type of operation in the area.

The 32 industrial firms in this area, collectively employ approximately 2,220 people. The firms range in size from 4 to 420 employees. Table 3 illustrates the size distribution of firms by the number of employees. As Table 3 shows, 3 companies employ 1020 employees, about half of the total number of employees in the study area. In contrast, over 80% (26) of the companies employ less than 75 employees. Table 4 provides a listing of the industrial firms and the number of employees per firm within the study area.

<table>
<thead>
<tr>
<th>Company Size</th>
<th>Number of Employees</th>
<th>Number of Companies (Frequency)</th>
<th>Number of Employees</th>
<th>% of Total Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - 25</td>
<td>16</td>
<td>204</td>
<td>9.1%</td>
<td></td>
</tr>
<tr>
<td>26 - 50</td>
<td>8</td>
<td>310</td>
<td>14.0%</td>
<td></td>
</tr>
<tr>
<td>51 - 75</td>
<td>2</td>
<td>131</td>
<td>6.0%</td>
<td></td>
</tr>
<tr>
<td>76 - 100</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>101 - 150</td>
<td>1</td>
<td>140</td>
<td>6.3%</td>
<td></td>
</tr>
<tr>
<td>151 - 200</td>
<td>1</td>
<td>165</td>
<td>7.4%</td>
<td></td>
</tr>
<tr>
<td>201 - 250</td>
<td>1</td>
<td>250</td>
<td>11.2%</td>
<td></td>
</tr>
<tr>
<td>251 - 300</td>
<td>2</td>
<td>600</td>
<td>27.0%</td>
<td></td>
</tr>
<tr>
<td>301 - 350</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>351 - 400</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>401 - 450</td>
<td>1</td>
<td>420</td>
<td>19.0%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>32</td>
<td>2220</td>
<td>100.0%</td>
<td></td>
</tr>
<tr>
<td>Company Name</td>
<td>Address</td>
<td>Number of Employees</td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------------</td>
<td>-----------------</td>
<td>---------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Abbe Plastic Products Inc.</td>
<td>1907 Powers Ct.</td>
<td>7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Abel Manufacturing Co.</td>
<td>3260 Beekman St.</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Borman Steel Engraving</td>
<td>3170 Beekman St.</td>
<td>12</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boye &amp; Emme's Machine Tool</td>
<td>3450 Beekman St.</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cincinnati Gilbert Machine</td>
<td>3366 Beekman St.</td>
<td>165</td>
<td></td>
<td></td>
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<tr>
<td>Colling H. T. Co.</td>
<td>3412 Beekman St.</td>
<td>10</td>
<td></td>
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</tr>
<tr>
<td>Commercial Paving &amp; Sealing Co.</td>
<td>3605 Dawson Ave.</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Duncan P. H. International</td>
<td>3160 Beekman St.</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eberle C. &amp; Son Inc.</td>
<td>3204 Beekman St.</td>
<td>50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Empire Printing Inc.</td>
<td>3227 Beekman St.</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enterprise Machinery Inc.</td>
<td>3640 Llewellyn St.</td>
<td>17</td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Chain &amp; Manufacturing</td>
<td>3183 Beekman St.</td>
<td>25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gordon Ray Co. Inc.</td>
<td>3494 Beekman St.</td>
<td>17</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lang Wm. &amp; Sons Co. Inc.</td>
<td>3280 Beekman St.</td>
<td>35</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lawrence F. D. Electric Co.</td>
<td>3450 Beekman St.</td>
<td>56</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LeBlond-Makino Corp.</td>
<td>3408 Beekman St.</td>
<td>41</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lee Way Motor Freight Inc.</td>
<td>3636 Follett Ave.</td>
<td>140</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manual Art Furniture Co. Inc.</td>
<td>3472 Beekman St.</td>
<td>50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Matlock Electric Co. Inc.</td>
<td>3200 Beekman St.</td>
<td>75</td>
<td></td>
<td></td>
</tr>
<tr>
<td>North American Spring</td>
<td>3434 Beekman St.</td>
<td>43</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ohio Knife Co.</td>
<td>1780 Dremian Ave.</td>
<td>300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Kraft Inc.</td>
<td>3330 Beekman St.</td>
<td>13</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parker Metal Stamping Inc.</td>
<td>3424 Beekman St.</td>
<td>35</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peppi Provisions Inc.</td>
<td>3019 Beekman St.</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revlon Inc.</td>
<td>3254 Beekman St.</td>
<td>300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revlon-Realistic</td>
<td>3254 Beekman St.</td>
<td>420</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shott Manufacturing Co.</td>
<td>3140 Beekman St.</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stuebing Automatic Machine Co.</td>
<td>3424 Beekman St.</td>
<td>30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wagner George &amp; Son Inc.</td>
<td>3090 Beekman St.</td>
<td>26</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Welage Tool &amp; Die Co. Inc.</td>
<td>1907 Powers Ct.</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiteway Manufacturing Co.</td>
<td>1736 Dremian Ave.</td>
<td>250</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wood C. W. Machinery Inc.</td>
<td>3290 Beekman St.</td>
<td>12</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2220
Much of the land within the South Cumminsenville industrial area is generally flat or level. The topographical make-up of this area is well suited for development. The land in this area is primarily occupied by industrial and residential properties. The highest concentration of industrial properties is generally located between Beekman Street, the West Fork Creek and the Mill Creek, while most of the residential properties are found north and east of the West Fork Creek. There are however, a number of vacant lots scattered throughout the northern residential portion of the study area.

Most of the industrial sites and buildings in the area are occupied, well maintained and appear to be in good condition. This is especially true along Beekman Street. The residential sections of the area, however, consist of properties in various stages of occupancy and repair.

Below: Grain elevator at Early & Daniels Company.
The South Cummins ville industrial area consists of approximately 260 acres of land located west of the Mill Creek and south of Interstate 74.

Map 6 shows the land use within the study area. Table 5 illustrates the various land use categories, their net acreage and the total percentage of land occupied by each category.

The largest land use category in this area is industrial which accounts for approximately 53 acres or 20.4% of the total land area. This category includes wholesale distributors, tool and die makers, fabricated metal producers, food product producers, construction services and trucking terminals.

The second highest land use category is vacant land, which accounts for 31 acres or 12.2% of the total land area.

Household units occupy the third highest land use category, accounting for 21 acres or 8.3% of the total land area.

Public/semi-public land use category ranks fourth, accounting for 20 acres or 7.7% of the total land area. This category primarily includes the West Fork Incinerator and the Garfield School property.

<table>
<thead>
<tr>
<th>Land Use Categories</th>
<th>Net Acres</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial/Manufacturing</td>
<td>53.23</td>
<td>20.4%</td>
</tr>
<tr>
<td>Vacant Land</td>
<td>31.4</td>
<td>12.2%</td>
</tr>
<tr>
<td>Residential Units</td>
<td>21.50</td>
<td>8.3%</td>
</tr>
<tr>
<td>Public/Semi-Public</td>
<td>20.1</td>
<td>7.7%</td>
</tr>
<tr>
<td>Recreational</td>
<td>16.50</td>
<td>6.3%</td>
</tr>
<tr>
<td>Commercial/Retail</td>
<td>13.00</td>
<td>5.0%</td>
</tr>
<tr>
<td>Street/Expressway/Railroad/Right-of-way</td>
<td>104.37</td>
<td>40.1%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>260.37</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>
LAND USE

SOUTH CUMMINSVILLE INDUSTRIAL STUDY

PREPARED BY THE DEPARTMENT OF CITY PLANNING
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT
Recreational land use category ranks fifth, which accounts for 16 acres or 6.3% of the total land area.

Commercial retail land use category ranks sixth, accounting for 13 acres or 5% of the total land area.

The remaining 104 acres or 40.1% of the land area is occupied by street right-of-way, surplus expressway property and railroad right-of-way.

A significant portion of the land within the South Cummins-ville industrial area is zoned for intermediate manufacturing (M-2) and heavy manufacturing (M-3) uses. Other zoning districts include (B-3) and (B-4), both of which allow retail and wholesale business uses. In addition, some of the area is zoned for two-family residential (R-3) and multi-family medium density residential (R-5) uses. The residential zoning districts are located only in the northwestern portion of the study area. The following defines each of the zoning classifications within the study area:

M-2 Intermediate Manufacturing - This zone allows trucking terminals, medium manufacturing, gas stations, foundries, metal refining, laboratories, printing establishments, food products, personal services and offices.

M-3 Heavy Manufacturing - The principal uses allowed in this zone are the same as M-2 district. Additional uses are permitted such as: junk yards, petroleum refining, coke ovens, open hearth or rotary furnaces and livestock slaughtering.

B-3 Retail/Wholesale Business - This zone allows all forms of dwellings, churches, schools, offices, banks, parking lots, garages, funeral homes, retail sales and services, eating and drinking places, repair services, wholesale distributors, warehouses, hotels and motels, printing and research facilities.

B-4 General Business - The principal uses allowed in this zone are the same as B-3 district. Additional uses include: bakeries, automobile repair, gas stations, automobile sale and services, animal kennels, veterinary clinics, contractors' yards, and outdoor recreation.
R-3 Two-Family Residential - This district permits two-family dwellings, detached or attached single-family dwellings, two-family dwellings, public administration buildings, libraries, museums, art galleries, non-profit educational research centers, non-profit and non-commercial clubs such as swimming, tennis.

R-5 Multi-Family Residential - The principal uses allowed in this zone are the same as R-3. The most important difference is multi-family uses are allowed. Additional uses include colleges, child day-care centers, hospitals, fraternities and sororities, nursing and rest homes, limited parking facilities, and offices for the practice of medicine, dentistry or optometry.

Transition Zone: The R and R-V Districts may be further subdivided into Transition (T) Districts. All the regulations of the R District of which it is a part are applicable to the properties in the T District, except to the extent that they are modified by the Director of Buildings and Inspections who may permit uses as permitted in the least restricted abutting district after the holding of a public hearing. (See Chapter 8 of the Zoning Code.)

**TOPOGRAPHY**

The South Cumminsville industrial area is located in the corridor which forms the Mill Creek Valley. For this reason, much of the land within the area is flat or level. The only considerable grade change in the area occurs along the banks of the Mill Creek.

The highest topographical elevation within the study area is located near Beekman Street and Interstate 74, about 525 feet above sea level. The stream bed of the Mill Creek has an elevation of 475 feet above sea level, which is the lowest point in the study area. The average topographical elevation for the flat or level areas outside of flood areas is 500 feet above sea level.

**Floodplain Boundaries**

Much of the land along the banks of the Mill Creek lies in the 100-year floodplain. The boundaries of the 100 and 500-year floodplain for portions of the Mill Creek and the West Fork Creek in South Cumminsville are shown on the Floodplain Map 8. These floodplain boundaries were developed for the purpose of the National Flood Insurance Program. The concept of a floodway is used as a tool to assist local communities in various aspects of floodplain management. Under this concept, the area of the 100-year flood is divided into
FLOODPLAIN

SOUTH CUMMINSVILLE INDUSTRIAL STUDY

PREPARED BY THE DEPARTMENT OF CITY PLANNING
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT

MAP 8

NO SCALE
a floodway and a flood fringe. The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment [such as buildings or other structures] in order that a 100-year flood may occur without a substantial increase in water surface height. A flood fringe is an area during a flood that would not be covered by fast flowing water, but rather would act as a back water storage area for flood water.

The Mill Creek Flood Protection Project was authorized by the Flood Control Act of 1970 (PL-91-611), approved in December, 1970. An estimated $32,642,000 has been set aside to cover the cost of rechanneling, beautifying and developing recreational areas along the Mill Creek from the southeastern portion of Butler County south through Hamilton County to the Ohio River.

The rechanneling of the Mill Creek is expected to reduce the size of the 100-year floodplain from 200 acres to approximately 1,200. This will nearly eliminate the flooding potential in the 500-year floodplain zone.

The beautification concept envisions the development of a greenbelt of tree planting along the project right-of-way. Shrubs and trees would be planted on both sides of the Mill Creek creating a park-like environment for abutting residential, commercial and industrial uses.

The recreational areas planned for the Mill Creek will as much as possible be linked with existing parks and recreational areas, in the vicinity of the creek. Trails to accommodate both hikers and bikers, and new neighborhood parks are primary features of the recreational development plan for the project.

Most of the industrial buildings in the South Cumminsville study were built around the same period, dating back to the 1930's and 40's. A significant majority of the buildings are constructed of brick, and nearly all of them appear to be in good condition and well maintained. See Map 9.

A building condition survey was conducted in the area. The survey examined the degree of visible deterioration of each industrial building. Using this measure, each building occupied by an industrial firm received an overall rating of good, fair or poor. It should be noted that the building condition rating criteria is unofficial and based upon a subjective judgment which considered only the exterior appearance of each building. The results of the building condition survey are shown on Table 6:
Table 6

<table>
<thead>
<tr>
<th>BUILDING CONDITION SURVEY</th>
<th>Total Number of Buildings Surveys</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>57</td>
<td>41</td>
<td>13</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>100%</td>
<td>72%</td>
<td>23%</td>
<td>5%</td>
</tr>
</tbody>
</table>

Seventy-two percent (41) of the industrial buildings were considered to be in good condition while only five percent (3) of the buildings were considered to be in poor condition. However, of the three (3) buildings in poor condition, two (2) are vacant as shown on Map 5. Faulty windows and doors, deteriorated exterior walls and/or foundations, were deficiencies frequently identified during the survey.

Below: Lang & Son Building on Beekman Street.
The South Cumminsveille industrial area has excellent access to both Interstates 75 and 74. A westbound connection to I-74 from the industrial area is best accomplished from Beekman Street north of Elmore Street, while north and southbound access to I-75 from the area can be achieved at the eastern terminus of Dreman Avenue or at Hopple Street. These streets provide external access to other portions of the City and region. However, the Hopple Street viaduct is presently closed to truck traffic due to its increasingly poor condition. Work is to begin sometime within the next two years to repair this important east/west linkage.

Like many of the City's older industrial areas, South Cumminsveille has an active railroad line which runs through the community.

Among the area's established circulation systems, one bus route serves this community as well.

The streets which form the circulation system of South Cumminsveille can be classified into a hierarchy associated with their various functions. Citywide, all streets are classified either freeways, arterials, collectors, or local/neighborhood streets, and are described below:

- **freeways**: highway capacity intraregional and interregional routes consisting of the interstate freeways and other local routes that meet freeway standards. Access to abutting properties is prohibited and fully controlled by grade separations for all intersecting traffic flows.

- **arterials**: facilitate through traffic movements between communities and the Central Business District and also provide access to the freeways. Direct access to abutting properties should be considered secondary to providing efficient traffic flow.

- **collectors**: provide for both local through traffic flow and direct access to abutting properties; distribute traffic to and from the arterials.

- **local/neighborhood streets**: provide access to abutting properties; are not conducive to through traffic movements.
The street system in South Cummins ville consists primarily of local streets. However, there are two streets, Beekman Street and Elmore Street, which are classified as arterials and one collector street, Dreman Street. See Map 10.

Traffic volumes on South Cummins ville's major roadways are also shown on Map 10. With the exception of Interstate 74, which carries approximately 61 thousand vehicles per 24 hours along the northern boundary of the area, Hopple Street generates the highest volume for an arterial street along the southern boundary, at 24 thousand vehicles per 24 hours. Beekman Street, South Cummins ville's major thoroughfare, generates only 9 thousand vehicles per 24 hours. See Table 7 for a complete listing of traffic volumes.

<table>
<thead>
<tr>
<th>Streets</th>
<th>Traffic Volumes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate-74</td>
<td>61 Thousand/24 hours</td>
</tr>
<tr>
<td>Hopple Street Viaduct</td>
<td>24 Thousand/24 hours</td>
</tr>
<tr>
<td>Westwood Northern Boulevard</td>
<td>15 Thousand/24 hours</td>
</tr>
<tr>
<td>Beekman Street</td>
<td>9 Thousand/24 hours</td>
</tr>
</tbody>
</table>

Below: Looking north on Beekman Street.
TRAFFIC VOLUMES (STREET CLASSIFICATION)  MAP 10

SOUTH CUMMINSVILLE INDUSTRIAL STUDY
PREPARED BY THE DEPARTMENT OF CITY PLANNING
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT
In 1982, only one intersection in the South Cumminssville study area rated above the citywide averages of 6 traffic accidents per year. At the intersection of Beekman Street-Hopple Street-Westwood-Northern Boulevard, 15 traffic accidents occurred during 1982. Map 11 illustrates the locations and number of accidents reported at various intersections within the study area during 1982. See Table 8 for a listing of all intersections and total accidents reported.

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Number of Accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beekman Street-Hopple Street-Westwood-Northern Blvd</td>
<td>15</td>
</tr>
<tr>
<td>Beekman Street-Cummins ville Street</td>
<td>2</td>
</tr>
<tr>
<td>Beekman Street-Interstate 74 @ on Ramp</td>
<td>2</td>
</tr>
<tr>
<td>Beekman Street-Dreman Street</td>
<td>3</td>
</tr>
<tr>
<td>Beekman Street-Elmore Street</td>
<td>3</td>
</tr>
<tr>
<td>Elmore Street-Llewellyn Street</td>
<td>1</td>
</tr>
<tr>
<td>Elmore Street-Borden Street</td>
<td>2</td>
</tr>
<tr>
<td><strong>Total Accidents</strong></td>
<td><strong>28</strong></td>
</tr>
</tbody>
</table>

Below: Intersection of Beekman Street-Hopple Street-Westwood Northern Blvd.
ACCIDENT COUNTS 1982

SOUTH CUMMINSVILLE INDUSTRIAL STUDY

PREPARED BY THE DEPARTMENT OF CITY PLANNING
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT

MAP 11
NO SCALE
The public right-of-way plays a critical role in the function of any industrial area. The circulation and utility demands of industry are substantially greater than those of residential land uses. The public rights-of-way are conduits which provide access, utilities, security and other needs for industries, commercial establishments and residential properties. The City can improve the conditions and functional efficiency of an area by providing such improvements as street paving, lighting, traffic control and guidance devices.

The South Cumminsve industrial area has a total of 719,803 square feet of pavement surface, of which 83.2 percent was determined as being in excellent to good condition. See Table 9 and Map 12. However, 58,000 square feet or 8.17 percent of the pavement surface was determined as being in poor condition. Portions of Beekman Street, Dirr Street, and Llewellyn Avenue are in poor condition. See Table 10 for a detailed listing of the street pavement conditions in the area.

Source: Department of Public Works, Division of Engineering, Street Inventory System, Pavement Condition Report - 12/15/82.

<table>
<thead>
<tr>
<th>Rating</th>
<th>No. of Street Segments</th>
<th>Square Feet</th>
<th>Square Yard</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>13</td>
<td>291,080</td>
<td>51,314</td>
<td>40.44</td>
</tr>
<tr>
<td>Good</td>
<td>11</td>
<td>307,783</td>
<td>34,198</td>
<td>42.76</td>
</tr>
<tr>
<td>Fair</td>
<td>4</td>
<td>62,140</td>
<td>10,282</td>
<td>8.63</td>
</tr>
<tr>
<td>Poor</td>
<td>3</td>
<td>58,800</td>
<td>6,534</td>
<td>8.17</td>
</tr>
<tr>
<td>Total</td>
<td>31</td>
<td>719,803</td>
<td>102,328</td>
<td>100.00</td>
</tr>
</tbody>
</table>

Note: 83.2 percent of all pavement areas evaluated in South Cumminsve were in excellent and good conditions, whereas only 16.8 percent were in fair and poor condition.
Table 10

<table>
<thead>
<tr>
<th>Street</th>
<th>Rating (in square feet; length x width)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Excellent</td>
</tr>
<tr>
<td>1 Agnes St.</td>
<td>5,550</td>
</tr>
<tr>
<td>2 Beekman St.</td>
<td>98,800</td>
</tr>
<tr>
<td>3 Borden St.</td>
<td>22,680</td>
</tr>
<tr>
<td>4 Dawson Ave.</td>
<td>29,100</td>
</tr>
<tr>
<td>5 Dirr St.</td>
<td>--</td>
</tr>
<tr>
<td>6 Dreman Ave.</td>
<td>--</td>
</tr>
<tr>
<td>7 Elmore</td>
<td>35,570</td>
</tr>
<tr>
<td>8 Emma Pl.</td>
<td>--</td>
</tr>
<tr>
<td>9 Follett Ave.</td>
<td>--</td>
</tr>
<tr>
<td>10 Fox Lane</td>
<td>--</td>
</tr>
<tr>
<td>11 Fricke Rd.</td>
<td>--</td>
</tr>
<tr>
<td>12 Lillie Pl.</td>
<td>7,900</td>
</tr>
<tr>
<td>13 Llewellyn Ave.</td>
<td>19,440</td>
</tr>
<tr>
<td>14 Miller St.</td>
<td>--</td>
</tr>
<tr>
<td>15 Powers Ave.</td>
<td>10,440</td>
</tr>
<tr>
<td>16 Ralston Ave.</td>
<td>5,040</td>
</tr>
<tr>
<td>17 Roll Ave.</td>
<td>16,200</td>
</tr>
<tr>
<td>18 Sylvan Ave.</td>
<td>19,760</td>
</tr>
<tr>
<td>19 Weber St.</td>
<td>10,500</td>
</tr>
<tr>
<td>20 Webman Ct.</td>
<td>10,100</td>
</tr>
<tr>
<td>21 Yonkers Ave.</td>
<td>--</td>
</tr>
</tbody>
</table>

TOTAL SQUARE FEET 291,080 307,783 62,140 58,800 719,803

PARKING AREAS

Adequate parking facilities is a prerequisite for the operation of an industrial plant and specific parking needs will depend upon the number of employees and building use. Nearly all of the 32 firms in South Cummins ville, including the publicly owned West Fork incinerator, maintain their own off-street parking or share parking facilities with a neighboring industry. There are approximately 20 formal and non-formal parking lots available for the estimated 2,220 employees in the area. This indicates a less than adequate number of off-street parking spaces when on-street parking spaces are full.

In some cases, parking facilities double as temporary storage areas for material. This practice temporarily affects off-street parking availability and increases on-street parking in neighboring residential areas.

The availability of on-street parking appears to be sufficient in the industrial area. However, there is a tendency for area employees to utilize neighboring residential streets for additional on-street parking.
PARKING AREAS

SOUTH CUMMINSVILLE INDUSTRIAL STUDY

PREPARED BY THE DEPARTMENT OF CITY PLANNING
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT

MAP 13

NO SCALE
Streets such as Follett Avenue, Llewellyn Avenue, and adjacent residential areas provide unrestricted on-street parking. Other streets within the industrial area, Elmore Street, Dirr Street, Dreman Street, Fox Lane and Beekman Street, restrict the amount and length of time on-street parking is available. Fricke Road, between Beekman Street and Llewellyn Street, does not indicate whether parking is available or not. This street could be considered too narrow and heavily utilized to provide adequate on-street parking. See Map 13 for location of off-street parking areas.

**RAILROAD SERVICES**

There is a single railroad line which runs through South Cummins ville. The railroad line runs north and south from Interstate 74 to the Hopple Street viaduct parallel to the Mill Creek and bisecting the industrial area. The Southern Railway System owns this line and it is still active. The following companies have a railroad siding:

1. Ohio Knife
2. Johnson-Doppler
3. Lang & Sons
4. Revlon-Realistic
5. General Chain
6. Early & Daniels

**BUS SERVICES**

One bus route serves the South Cumminsville community, Route Number 27. It operates weekdays from 5:02 A.M. to 11:08 P.M. See Map 14.
LOADING AREAS

While loading activity is substantially less congested in South Cumminssville than in other older industrial areas, there are a few congested loading conditions which may produce inefficiencies in the operation of surrounding industries and impede vehicular circulation.

A vast majority of the buildings in South Cumminssville were constructed with off-street loading docks. However, a number of buildings have loading areas designed before the use of large semi-tractor trailers. This situation creates a maneuvering problem for these large trucks and may partially block traffic lanes when loading areas are too shallow.

Many loading problems in South Cumminsville occur where semi-tractor trailers extend into right-of-way. In particular, Llewellyn Street south of Fox Lane, Dirr Street, Foller Avenue, and portions of Beekman Street present the vast majority of congestion due to loading dock locations. See Map 15 for the location of loading docks within South Cummins ville.

Below: Loading Dock at Whiteway-Spaulling Company
The adequacy, availability, accessibility and cost of utility services are all major concerns of local industries. This is important to industries since they often require large quantities of such services as electricity, gas, and water in order to conduct their operations. At this time utility services in South Cummins ville are adequate to meet the needs of the area's existing industries.

The viability of an industrial area depends on adequate, dependable energy supplies and utility services. The lines and mains must not be permitted to deteriorate. Chapter 743 of the Ohio Revised Code requires utility companies to lay pipes and light streets and alleys for the purposes of furnishing various utility services to citizens, businesses and industries. The condition of underground utilities should be assessed periodically and the necessary improvements made in order to insure adequate utility services for existing and new industries.

The majority of sewer lines in the South Cummins ville industrial area are combined sewer lines carrying both storm water and sanitary waste water. See Map 16. Rain and waste water are collected in 12" to 30" pipe lines which run under most streets in this area. However, there are three streets which do not contain public sewer lines: Fox Lane, Llewellyn Avenue south of Fox Lane, and Fricke Road west of Beekman Street. In most cases the sewer capacity exceeds the theoretical flow or runoff expected and are considered adequate.

There are three major sewer lines in South Cummins ville. The largest sewer line is the Mill Creek interceptor and auxiliary which are seven and eight feet in diameter respectively, running parallel to the Mill Creek. This line carries sewage to the Mill Creek sewage treatment plant where it is treated before being discharged into the Ohio River. All sanitary (sewage) waste water which travels through this system is treated at the Mill Creek treatment facility. The West Fork Creek Channel contains a 30" line which runs underneath the concrete channel collecting waste water from Beekman Street and adjacent property connecting to the Mill Creek interceptor. Finally, 158 feet south of Moosewood Avenue there is a four-foot brick sewer under Beekman Street collecting waste water from surrounding properties connecting to the Mill Creek interceptor, to the east.
ELECTRIC SERVICES

Electricity is a primary energy source for most industries. Electrical power is supplied to the area from the Brighton Power Station located in Camp Washington. The electricity is carried to the area via overhead distribution lines along major streets like Hopple Street, Beekman Street and Elmore Street, which are linked to high voltage lines extending along the Mill Creek.

WATER SERVICES

Water is supplied to South Cumminssville from the Central Station system and pumped through water mains ranging in size from 4 inches to 12 inches located under most streets in the area. See Map 17.

<table>
<thead>
<tr>
<th>Water Main Size</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westwood-Northern</td>
<td>12&quot;</td>
</tr>
<tr>
<td>Hopple Street Viaduct</td>
<td>10&quot;</td>
</tr>
<tr>
<td>Beekman Street</td>
<td>10&quot;</td>
</tr>
<tr>
<td>Dreman Avenue</td>
<td>12&quot;</td>
</tr>
<tr>
<td>Elmore Street</td>
<td>12&quot;</td>
</tr>
<tr>
<td>Dirr Street</td>
<td>6&quot;</td>
</tr>
<tr>
<td>Borden Street</td>
<td>4&quot;</td>
</tr>
<tr>
<td>Llewellyn Avenue</td>
<td>10&quot;</td>
</tr>
<tr>
<td>Dawson Avenue</td>
<td>6&quot;</td>
</tr>
<tr>
<td>Roll Avenue</td>
<td>6&quot;</td>
</tr>
</tbody>
</table>

The Water Works Department recommends a minimum acceptable static pressure of 40 PSI, and state law requires more than 10 PSI pressure in order to insure adequate fire protection.
### POLICE SERVICE

**Police Service Area**

- District 3
  - 3201 Warsaw Avenue
  - (reporting area 389)
  - Telephone: 352-3574

- District 5
  - 1210 Ludlow Avenue
  - (reporting area 390)
  - Telephone: 352-3578

SEE MAP 18 FOR POLICE DISTRICTS.

### TABLE 11

<table>
<thead>
<tr>
<th>Crime Statistics (Actual Offenses)</th>
<th>Crime vs. Person</th>
<th>Police Reporting Areas</th>
<th>Area Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>#389</td>
<td>#390</td>
</tr>
<tr>
<td>Murder</td>
<td></td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Rape</td>
<td></td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Agg. Assault</td>
<td></td>
<td>9</td>
<td>1</td>
</tr>
<tr>
<td>Non-Agg. Assault</td>
<td></td>
<td>27</td>
<td>5</td>
</tr>
<tr>
<td>Manslaughter</td>
<td></td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>38</td>
<td>6</td>
</tr>
<tr>
<td>% Total</td>
<td></td>
<td>86.4%</td>
<td>13.6%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Crime vs. Property</th>
<th>Police Reporting Areas</th>
<th>Area Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>#389</td>
<td>#390</td>
</tr>
<tr>
<td>Robbery</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Burglary</td>
<td>29</td>
<td>9</td>
</tr>
<tr>
<td>Larceny</td>
<td>25</td>
<td>11</td>
</tr>
<tr>
<td>Auto Theft</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Vandalism</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Arson</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>60</td>
<td>23</td>
</tr>
<tr>
<td>% Total</td>
<td>72.3%</td>
<td>27.7%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Overall Total</th>
<th>Police Reporting Areas</th>
<th>Area Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>#389</td>
<td>#390</td>
</tr>
<tr>
<td>Total Offenses</td>
<td>89</td>
<td>29</td>
</tr>
<tr>
<td>% Total Offenses</td>
<td>77.2%</td>
<td>22.8%</td>
</tr>
</tbody>
</table>
TABLE 12

<table>
<thead>
<tr>
<th>Firms</th>
<th>Incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abel Manufacturing Co.</td>
<td>1</td>
</tr>
<tr>
<td>Borman Engraving Co.</td>
<td>2</td>
</tr>
<tr>
<td>H. T. Colling Co.</td>
<td>2</td>
</tr>
<tr>
<td>Conrad Spring Co.</td>
<td>1</td>
</tr>
<tr>
<td>Early &amp; Daniels</td>
<td>1</td>
</tr>
<tr>
<td>General Chain &amp; Manufacturing Co.</td>
<td>2</td>
</tr>
<tr>
<td>Lawrence Electric Co.</td>
<td>2</td>
</tr>
<tr>
<td>Manual Arts Furniture Co.</td>
<td>1</td>
</tr>
<tr>
<td>Matlock Electric Co.</td>
<td>4</td>
</tr>
<tr>
<td>Ohio Knife Co.</td>
<td>1</td>
</tr>
<tr>
<td>Revlon-Realistic Professional Products</td>
<td>1</td>
</tr>
<tr>
<td>Shott Manufacturing Co.</td>
<td>3</td>
</tr>
<tr>
<td>West Fork Incinerator Plant</td>
<td>2</td>
</tr>
<tr>
<td>Garfield School</td>
<td>1</td>
</tr>
</tbody>
</table>

TABLE 13

<table>
<thead>
<tr>
<th>Firms</th>
<th>Incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Armor Metal Fabrication.</td>
<td>1</td>
</tr>
<tr>
<td>Gilbert Machine Tool Co.</td>
<td>1</td>
</tr>
<tr>
<td>H. T. Colling</td>
<td>1</td>
</tr>
</tbody>
</table>

FIRE SERVICE

<table>
<thead>
<tr>
<th>Fire Service Area</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>District 3</td>
<td>352-2334</td>
</tr>
<tr>
<td>Engine Company 34</td>
<td></td>
</tr>
<tr>
<td>District Headquarters</td>
<td></td>
</tr>
<tr>
<td>301 Ludlow Avenue</td>
<td></td>
</tr>
<tr>
<td>Engine Company 20</td>
<td>352-2320</td>
</tr>
<tr>
<td>Ladder Company 5</td>
<td></td>
</tr>
<tr>
<td>1636 Chase Avenue</td>
<td></td>
</tr>
</tbody>
</table>
SEE MAP 18 FOR FIRE SERVICE AREAS.

<table>
<thead>
<tr>
<th>Call Type</th>
<th>Area Call Total</th>
<th>% of Area Calls</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fires</td>
<td>53</td>
<td>15.41</td>
</tr>
<tr>
<td>Pressure Ruptures</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Rescue Calls</td>
<td>79</td>
<td>22.96</td>
</tr>
<tr>
<td>Emergency Standby</td>
<td>8</td>
<td>2.33</td>
</tr>
<tr>
<td>Service Calls</td>
<td>15</td>
<td>4.36</td>
</tr>
<tr>
<td>Good Intent Calls</td>
<td>17</td>
<td>4.94</td>
</tr>
<tr>
<td>False Alarms(^1)</td>
<td>171</td>
<td>49.71</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td>.29</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>344</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

\(^1\)The South Cummins ville area (census tract 77) recorded the highest number of False Alarms in the City during 1981.

*Fire Loss Value*  
$40,910

**TABLE 14**  
Fire Statistics 1981  
District 3/Census Tract 77
Within South Cummins ville, there are 8 sites which have the potential to be industrial expansion or new development sites. Several factors which dictate land suitability for expansion and/or development are zoning, shape and size of site, access to various modes of transportation and to utility extensions.

Map 19 and Table 15 survey vacant and underutilized land measuring each site's suitability for industry. All but two of the eight potential industrial expansion sites are in areas zoned for either M-2 or M-3 type industries. This represents 32.2 acres (6 sites) of a total 48.3 acres (8 sites). There are two sites which are currently being used as park/playground areas -- the Hille Playground (zoned M-3) and the former Garfield School site (zoned R-3) for a subtotal of 21 acres. The survey of these sites does not indicate availability, but merely documents their current status as tracts of vacant or underutilized land.

Below: Vacant land south of Borden Street.
VACANT/UNDERUTILIZED PROPERTY

SOUTH CUMMINSVILLE INDUSTRIAL STUDY

PREPARED BY THE DEPARTMENT OF CITY PLANNING
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT

MAP 19

NO SCALE
<table>
<thead>
<tr>
<th>No.</th>
<th>Site Boundary</th>
<th>Acres</th>
<th>Zoning</th>
<th>Land Use</th>
<th>Shape</th>
<th>Floodplain</th>
<th>Topography</th>
<th>Access</th>
<th>Utilities</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>North: Side yard property lines fronting Llewellyn and Borden Street East: Railroad Tracks South: West Fork Creek West: Llewellyn Avenue R.O.W.</td>
<td>2.3</td>
<td>M-2</td>
<td>Vacant</td>
<td>&quot;Dumping&quot;</td>
<td>Irregular</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>North: Side yard property lines fronting Dawson Avenue East: Hill Playground South: West Fork Creek West: Railroad Track</td>
<td>1.7</td>
<td>M-2</td>
<td>Vacant</td>
<td></td>
<td>Irregular</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>North: West Fork Creek East: Railroad Tracks South: Side property line of Metokote Corp. &amp; C. W. Wood West: Rear property line of Conrad Spring Co. fronting Beekman Street</td>
<td>3.2</td>
<td>M-2</td>
<td>Vacant</td>
<td></td>
<td>Square</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>North: West Fork Incinerator East: Mill Creek South: Early &amp; Daniels Grain Elevator Operation West: Railroad Tracks</td>
<td>11</td>
<td>M-2</td>
<td>Vacant</td>
<td></td>
<td>Rectangular</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>North: Side property line of vacant Sheet Metal Engineering Building East: Railroad Tracks South: Hoppin Street West: Beekman Street</td>
<td>4.3</td>
<td>M-3</td>
<td>Commercial</td>
<td>Vacant</td>
<td>Rectangular</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>North: Residential property fronting Roll Avenue &amp; Leeway Trucking East: Mill Creek South: West Fork Creek West: Vacant property &amp; Commercial Paving Co. Inc.</td>
<td>9.7</td>
<td>M-2</td>
<td>Playground</td>
<td>Rectangular</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>North: Bowers Street East: Sylvan Avenue Beekman Street South: Whiteway Mfg. property fronting Dromen Street West: West Fork Creek</td>
<td>11.3</td>
<td>R-3</td>
<td>Playground</td>
<td>Rectangular</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>North: Dromen Street East: Beekman Street South: West Fork Creek West: West Fork Creek</td>
<td>4.8</td>
<td>R-3</td>
<td>Vacant</td>
<td></td>
<td>Irregular</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
PART 3 CONCLUSIONS AND RECOMMENDATIONS

VEHICULAR CIRCULATION

LAND AND STRUCTURES

CRIME

INDUSTRIAL PARTICIPATION
PART 3
CONCLUSIONS
AND
RECOMMENDATIONS

The purpose of the preceding discussion has been to describe some of the conditions and characteristics which contribute to the industrial make-up of the South Cumminsville study area. In order for this planning study to effectively serve the industries in the project area, the emphasis of the study must now focus on identifying those issues which are most critical to South Cumminsville's industries.

Key issues include vehicular circulation, land and structure, crime, and the degree of participation by industrial occupants in the industrial planning process. Each of these issues evolve from problems identified through the existing conditions analysis and from the City's industrial planning staff.

The conclusions are intended to provide a framework from which further discussion can be generated between the South Cumminsville industrialists and City representatives. The recommendations should serve as a starting point to assist industrialists to improve the overall conditions of the South Cumminsville industrial area.

VEHICULAR CIRCULATION

The location of South Cumminsville's industrial area is a valuable asset. When the Hopple Street viaduct is repaired, the industrial area will have excellent access to both interstates 75 and 74 which run adjacent to the community. These interstate highways provide easy access to other modes of transportation such as airports, rail, trucking and barge terminals. As compared to other portions of the city, vehicular movement may be characterized as above average when considering the number of commercial and industrial establishments.

In some cases truck shipping and receiving is delayed due to poor access to loading docks. Also, when truck drivers attempt to position their vehicles at certain loading areas, this can interfere with traffic flow. This is especially true along Beekman Street.
Finally, most of the streets are in good condition and well maintained. However, a few streets are in poor condition and in some locations broken curbs were among the types of problems found.

In order to minimize traffic congestion and improve circulation within South Cummins ville.

A. Industrialists should request the improvement and upgrading of those portions of Beekman Street, Dirr Street and Llewellyn Avenue which are in poor condition.

B. Industrialists are encouraged to investigate ways of improving street to loading dock access, in cases where truck maneuvering is difficult.

C. Industrialists should request that all on-street parking be permitted only where it does not interfere with the flow of truck traffic.

As previously mentioned much of South Cummins ville is generally level and well suited for development. For this reason, the land in this area is primarily occupied by residential and industrial property. The highest concentration of industrial properties is generally located between Beekman, the West Fork Creek and the Mill Creek, while most of the residential properties are found north and east of the West Fork Creek.

One purpose of industrial cluster planning is to promote more intensive use of the land which is zoned for industry. This can be aided by a strong boundary between industrial and residential areas and a clear determination of preferred future uses, designed to stabilize the industrial fabric of the community.

Within South Cummins ville there is a single concentration of residential properties within an area zoned for industry. This area is bordered by West Fork Creek on the south, railroad tracks on the west, Dreman Avenue on the north and the Mill Creek on the east. The residential properties in this area are in various stages of occupancy and repair. There are also several vacant parcels of land. This section of the industrial area represents a land use conflict between industrial and residential usage of the land.
Within the industrial study area vacant and underutilized land may be considered for new development or for expansion by a neighboring industry. There are eight sites which have a potential for industrial expansion/development in South Cumminsview. Although these sites may represent an opportunity for growth, there are several factors which may dictate what type of land is suitable for industry and includes: zoning, shape, size, access to transportation systems and access to utility extensions.

RECOMMENDATIONS
To improve and consolidate those areas zoned for industry,
A. Non-conforming residential uses should be converted to industrial uses or removed to provide space for industrial expansion where appropriate.
B. Vacant industrial sites in the area should be actively developed as expansion sites or new development.

CRIME
Industries where crime most frequently occurred were located near residential areas. Much of the crime may be attributed to insufficient security measures. This is especially true in cases where companies do not have fenced-in grounds, spotlights, or alarm systems. Ensuring the safety of property is an important concern.

RECOMMENDATIONS
In order to reduce the amount of criminal activity in the industrial area,
A. The industrialists are encouraged to organize a co-operative private sector crime prevention program.
B. Through such a program industries should collectively initiate alternative security measures such as increasing the level of building lighting, fencing, video surveillance monitors, alarm systems and additional guards.
C. The industries are encouraged to coordinate security measures with the Police Division Security Audit Program.
Although the industrial sector of the South Cumminsville community appears to be economically sound, assistance from the City could enhance the growth of enterprises and improve the collective viability of the industrial area. The underlying reason for providing local industries with assistance is to encourage an effective working relationship between the industrial sector and the City in an attempt to improve Cincinnati's economic stability.

There are a variety of resources available to assist industries which are oriented toward collective neighborhood development. This assistance ranges from technical advice to revolving loan funds, which are typically offered through the City's industrial development program.

- Commercial/Industrial Revolving Loan Fund
  An industrial infrastructure support fund

- Individual industries and industrial councils are eligible for assistance for development in accordance with an industrial plan.

These are the primary tools which may be utilized by an industrial council that is formed into a non-profit corporation.

The following recommendations are intended to suggest a starting point which may assist industrialists in formulating an industrial council that can serve to address common problems. The concept of an industrial council as a forum for joint city and private improvements through effective planning in industrial areas has been demonstrated as in the experience of the Queensgate West Industrial Cluster (Lower Price Hill).

It is hoped that all of the industries in the area participate in the industrial planning program in order to facilitate membership recruitment and organizational development.

A. It is suggested that the industrialists themselves encourage their neighbors to participate in the industrial program.

B. Encourage the formation of an industrial council which could serve to lobby for such industrial concerns as: additional police patrol, street surface improvements, increased street lighting, bus stops, and other street furniture.
C. Encourage the strengthening of the relationship between community representatives and industries by creating a positive area image, as a place to live and work.

D. An industrial council should be formed if more than 50% of all industries express a stated interest.

E. Encourage an industrial council to function as a mechanism for assisting the area's industries and businesses in their effort to grow. This can be accomplished by utilizing both private and public resources.
APPENDIX

A. ZONING CODE INFORMATION

B. DOCUMENT / PROJECT ABSTRACTS
APPENDIX A ZONING CODE INFORMATION

AN INFORMATION LEAFLET ON ZONING AND ON THE
ZONING CODE OF THE CITY OF CINCINNATI, OHIO

What is zoning and City Planning?

Zoning is a governmental program involving the separation of a city into districts or zones and the regulation of building development and the uses of land and buildings in such districts. Zoning is accomplished through the exercise of the police power of government. Its general goal is the preservation and protection of the public health, safety and welfare. Under zoning each individual property owner to some degree surrenders the right to develop and use his property in any way he wishes, and in return receives protection through the enforcement of similar controls on the property of his neighbors.

City Planning is a much broader type of activity than zoning. Planning involves the development, following research and analysis of data, of programs, plans and policies for the creation of a better community. The typical city plan emphasizes physical development - land and building uses, streets, parks, public buildings, educational facilities, utilities, public transportation, etc. However, non-physical factors also are taken into account in the modern plan - population trends, economic forecasts, social problems of the municipality. Zoning is one of the methods used to effectuate a plan - to help achieve the goals of planning. A zoning ordinance is based largely on the community's land use plan, which is an important part of the comprehensive city plan. As a general rule, therefore, the development of a city plan should precede the enactment of a zoning ordinance - although this often is not the case.

It also should be made clear at this time that zoning is quite different from municipal building codes which prescribe in great detail the materials, methods, and techniques to be used in construction of buildings. Zoning also is in no way related to private restrictive covenants which are often inserted in deeds to property in order to control minimum house costs, architectural styles used in construction, land uses and other matters, and are legally enforced by private owners or community associations.

A Zoning Code is designed to guide the use of land and the location of buildings in a way that will enable private development to take place in a manner consistent with the general welfare of the community. It is designed to stabilize property values and to achieve an orderly pattern of land uses for the City. The Code consists of a text and a map. The text defines the districts and their characteristics, and sets down rules for the administration of the ordinance, while the map indicates the location and boundaries of the various districts or zones. The following material attempts to give a general summary of the text part of the Code.

By necessity this leaflet cannot recite the many features in the Code. Only a brief, incomplete recitation of the uses is possible and final reliance should not be made upon the contents of this leaflet in the case where building or investment programs are to be initiated.
The City of Cincinnati is divided into the following zoning and overlay districts:

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Chapter</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 R-1A Single-Family Low-Density</td>
<td>25 C-2 Commercial (Central Business District &quot;Core&quot;)</td>
</tr>
<tr>
<td>11 R-2 Single-Family Medium-Density</td>
<td>26 M-1 Neighborhood Manufacturing</td>
</tr>
<tr>
<td>12 R-3 Two-Family</td>
<td>27 M-2 Intermediate Manufacturing</td>
</tr>
<tr>
<td>13 R-4 Multi-Family Low-Density</td>
<td>28 M-3 Heavy Manufacturing</td>
</tr>
<tr>
<td>14 R-5 Multi-Family Medium-Density</td>
<td>29 RF-1 Riverfront (Recreational-Residential)</td>
</tr>
<tr>
<td>15 R-6 Multi-Family High-Density</td>
<td>30 RF-2 Riverfront (Commercial-Industrial)</td>
</tr>
<tr>
<td>16 R-7 Multi-Family High-Density</td>
<td>31 HP Meat Packing</td>
</tr>
<tr>
<td>17 R-V Residence View</td>
<td>32 E-GV Experimental Overlay</td>
</tr>
<tr>
<td>18 O-1A Suburban Office</td>
<td>33 IDC Interim Development Control</td>
</tr>
<tr>
<td>0-1</td>
<td>34 EQ Environmental Quality</td>
</tr>
<tr>
<td>19 O-2 Downtown Office</td>
<td>35 HD Historic District</td>
</tr>
<tr>
<td>20 B-1 Neighborhood Business</td>
<td>36 NHR Neighborhood Housing Retention</td>
</tr>
<tr>
<td>21 B-2 Community Business</td>
<td>37 R-B Residence-Business Mixed Use</td>
</tr>
<tr>
<td>22 B-3 Retail-Wholesale Business</td>
<td></td>
</tr>
<tr>
<td>23 B-4 General Business</td>
<td></td>
</tr>
<tr>
<td>24 C-1 Commercial (Central Business District &quot;Core&quot;)</td>
<td></td>
</tr>
</tbody>
</table>

**Transition Zone:** The R and R-V Districts may be further subdivided into Transition (T) Districts. All the regulations of the R District of which it is a part are applicable to the properties in the T District, except to the extent that they are modified by the Director of Buildings and Inspections who may permit uses as permitted in the least restricted abutting district after the holding of a public hearing. (See Chapter 8 of the Zoning Code.)

**Planned Unit Development (PUD):** The purpose of the PUD Regulations is to provide for planned development of a specific property and to protect the natural open space, ecological, topographical, geological, and historic features of the property from damage which might occur from development permitted by conventional zoning and subdivision regulations. The PUD Regulations are intended to permit property to be used in a manner not permitted by the existing district regulation, without detriment to neighborhood properties, when such property has significant tree cover, or unusual topography, or an historical building, or is subject to flooding.
Summary of the most prominent features of the various Zoning Districts

In all Zoning Districts there are two (2) types of uses, namely, the Permitted Uses and the Conditional Uses except for the M-2, M-3 and the RF-2 Districts which also have Prohibited Uses.

Permitted Use shall be a use of land or buildings subject only to the minimum requirements and any other requirements specified for such use in the District where such use is located, and for which a permit may be issued by the Director of Buildings and Inspections if all said requirements are complied with.

Conditional Use shall be a use of land or buildings subject not only to the minimum requirements and any other requirements specified for such use in the District where such use is located, but also to such additional requirements as the Director of Buildings and Inspections is empowered to impose, and for which use a permit may be issued by the Director of Buildings and Inspections only after a public hearing before admitting property owners has been held by the Director of Buildings and Inspections.

Prohibited Use shall be a use of land or buildings which shall not be permitted in the District where such use is located.

The following definitions are presented here for help in determining the number of dwelling units permitted by land area:

**Dwelling Unit:** One (1) room, or a suite of two (2) or more rooms in a building designed for or used by one (1) family for living and sleeping purposes and having only one (1) kitchen or kitchenette.

**Dwelling Unit, Efficiency:** A dwelling unit consisting of two (2) habitable rooms or less and not exceeding five hundred (500) square feet in gross floor area including all rooms, measured within the outside walls of the dwelling unit.

**Dwelling Unit, Intermediate:** A dwelling unit consisting of four (4) habitable rooms or less, and containing over five hundred (500) square feet but not more than seven hundred and fifty (750) square feet in gross floor area, including all rooms, measured within the outside walls of the dwelling unit.

**Dwelling Unit, Regular:** A dwelling unit other than an efficiency or intermediate dwelling unit.
HEARING EXAMINER

The hearing examiner shall review and examine all information, conduct public hearings and prepare a record thereof, enter findings and conclusions; and approve, disapprove, or approve with specific conditions all applications for land use development in E.Q. Districts.

DIRECTOR OF BUILDINGS AND INSPECTIONS

The Director of Buildings and Inspections, or his designee, has the power to hear, decide, grant or deny applications for: conditional uses; extension of or substitution for a non-conforming use; transition district uses; variances; and certificates of occupancy. Zoning Board of Appeals reviews any decisions of the Director of Buildings and Inspections.

In the following table those uses above the single line are Permitted Uses and those uses below are Conditional Uses. The PUD uses are the uses below the double line.

For more complete use and requirements, see Zoning Code.

<table>
<thead>
<tr>
<th>DISTRICT</th>
<th>PRINCIPAL USES</th>
<th>MAXIMUM HEIGHT</th>
<th>MINIMUM LOT AREA</th>
<th>MINIMUM LOT AREA PER DWELLING UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-IA</td>
<td>Single-family dwellings, churches, elementary and high schools, publicly owned or operated recreational uses, country clubs</td>
<td>3 stories or 35 feet (whichever is less)</td>
<td>20,000 Sq. Ft.</td>
<td>20,000 Sq. Ft.</td>
</tr>
<tr>
<td></td>
<td>Non-profit educational research centers, private, non-profit and non-commercial clubs, private and non-profit swim and tennis clubs</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Detached or attached single-family dwellings</td>
<td>3 Acres Sq. Ft.</td>
<td></td>
<td>20,000 Sq. Ft.</td>
</tr>
<tr>
<td></td>
<td>Historic buildings for multi-family dwellings</td>
<td>NONE</td>
<td>20,000 Sq. Ft.</td>
<td></td>
</tr>
<tr>
<td>R-1</td>
<td>Same as R-IA</td>
<td>Same as R-IA</td>
<td>10,000 Sq. Ft.</td>
<td>10,000 Sq. Ft.</td>
</tr>
<tr>
<td></td>
<td>Same as R-IA</td>
<td>10,000 Sq. Ft.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Same as R-IA</td>
<td>3 Acres Sq. Ft.</td>
<td></td>
<td>10,000 Sq. Ft.</td>
</tr>
<tr>
<td>DISTRICT</td>
<td>PRINCIPAL USES</td>
<td>MAXIMUM HEIGHT</td>
<td>MINIMUM LOT AREA</td>
<td>MINIMUM LOT AREA PER DWELLING UNIT</td>
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<tr>
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<td>----------------------------------</td>
</tr>
<tr>
<td>R-2</td>
<td>R-1 uses, public administration buildings, libraries, museums, art galleries</td>
<td>Same as R-1</td>
<td>6,000 Sq. Ft.</td>
<td>6,000 Sq. Ft.</td>
</tr>
<tr>
<td></td>
<td>Same as R-1, but with lesser restrictions</td>
<td>Same as R-1A</td>
<td>3 Acres</td>
<td>6,000 Sq. Ft.</td>
</tr>
<tr>
<td>R-3</td>
<td>R-2 uses, two-family dwellings, private and non-profit tennis clubs and swim clubs</td>
<td>Same as R-2</td>
<td>5,000 Sq. Ft.</td>
<td>4,000 Sq. Ft.</td>
</tr>
<tr>
<td></td>
<td>Same as R-2, child day care center</td>
<td>Detached or attached single-family dwellings, multi-family dwellings</td>
<td>100,000 Sq. Ft.</td>
<td>4,000 Sq. Ft.</td>
</tr>
<tr>
<td></td>
<td>Historic buildings for multi-family dwellings</td>
<td>NONE</td>
<td>4,000 Sq. Ft.</td>
<td></td>
</tr>
<tr>
<td>R-4</td>
<td>R-3 uses, multi-family buildings, colleges, child day-care center, home for adjustment, crematories, hospitals</td>
<td>45 feet</td>
<td>5,000 Sq. Ft.</td>
<td>(Eff.) 2,000 (Int.) 2,000 (Reg.) 2,500</td>
</tr>
<tr>
<td></td>
<td>Same as R-3, fraternities and sororities, nursing and rest homes, limited parking facilities, offices for the practice of medicine, dentistry or optometry</td>
<td>Detached or attached single-family dwellings, office uses permitted in 0-IA</td>
<td>50,000 Sq. Ft.</td>
<td>As Above</td>
</tr>
<tr>
<td></td>
<td>Historic buildings for restaurants, art galleries, studios, etc.</td>
<td>5 Acres</td>
<td>------</td>
<td></td>
</tr>
<tr>
<td>R-5</td>
<td>R-4 uses, nursing and rest homes</td>
<td>2 times the distance from building line to center line of street</td>
<td>5,000 Sq. Ft.</td>
<td>(Eff.) 1,200 (Int.) 1,200 (Reg.) 1,500</td>
</tr>
<tr>
<td>DISTRICT</td>
<td>PRINCIPAL USES</td>
<td>MAXIMUM HEIGHT</td>
<td>MINIMUM LOT AREA</td>
<td>MINIMUM LOT AREA PER DWELLING UNIT</td>
</tr>
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<td>----------</td>
<td>-------------------------------------------------------------------------------</td>
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<td>-----------------------------------</td>
</tr>
<tr>
<td>R-6</td>
<td>R-5 uses, fraternities, sororities, rooming houses, dwelling on lots less than 5,000 sq. ft. with conditions</td>
<td>Same as R-5</td>
<td>Same as R-5</td>
<td>(Eff.) 600</td>
</tr>
<tr>
<td></td>
<td>Same as R-5, radio and television studios and antennae, parking facilities</td>
<td></td>
<td></td>
<td>(Int.) 800</td>
</tr>
<tr>
<td></td>
<td>Same as R-6</td>
<td></td>
<td></td>
<td>(Reg.) 1,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5,000 Sq. Ft. As above</td>
</tr>
<tr>
<td>R-7</td>
<td>R-6 uses, apartment-hotels, penal or correctional institutions, commercial greenhouses or nurseries, radio and television studios and antennae, offices for the practice of medicine, dentistry, optometry, limited office uses</td>
<td>Same as R-5</td>
<td>Same as R-5</td>
<td>(Eff.) 400</td>
</tr>
<tr>
<td></td>
<td>Same as R-6</td>
<td></td>
<td></td>
<td>(Int.) 550</td>
</tr>
<tr>
<td></td>
<td>Same as R-6</td>
<td></td>
<td></td>
<td>(Reg.) 550</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5,000 Sq. Ft. As above</td>
</tr>
<tr>
<td>R-V</td>
<td>All forms of dwellings, churches, schools and colleges</td>
<td>Same as R-5</td>
<td>Same as R-5</td>
<td>(Eff.) 1,200</td>
</tr>
<tr>
<td></td>
<td>Limited parking facilities</td>
<td></td>
<td></td>
<td>(Int.) 1,200</td>
</tr>
<tr>
<td></td>
<td>(Provides for view protection)</td>
<td></td>
<td></td>
<td>(Reg.) 1,500</td>
</tr>
<tr>
<td>R-B</td>
<td>R-7 Uses, offices, delicatessens, barber and beauty shops, shoe repair, tailoring, home occupations, arts and crafts including studios and workshops.</td>
<td>Same as R-5</td>
<td>None</td>
<td>Maximum Floor Area Ratio 3.00</td>
</tr>
<tr>
<td>DISTRICT</td>
<td>PRINCIPAL USES</td>
<td>MAXIMUM HEIGHT</td>
<td>MINIMUM LOT AREA</td>
<td>MAXIMUM FLOOR AREA RATIO</td>
</tr>
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<td>-------------------------</td>
</tr>
<tr>
<td>0-1A</td>
<td>R-5 uses, offices, banks, funeral homes, art studios, art galleries, recording studios</td>
<td>Same as R-5</td>
<td>Non-Res. Occupancies</td>
<td>.60</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Residence Occupancies</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Same as R-6</td>
<td></td>
</tr>
</tbody>
</table>
| 0-1      | R-7 uses, 0-1A uses
limited barber and beauty shops | Same as R-5    | Non-Res. Occupancies | 1.75                 |
<p>|          |                                                                |                | Residence Occupancies |                        |
|          |                                                                |                | Same as R-7          |                        |
| 0-2      | 0-1 uses, retail, business and personal services as permitted in C-1, parking lots | NONE            | NONE                | 7.00                   |
|          |                                                                |                |                     |                        |
| B-1      | All forms of dwellings, churches, schools, offices, banks, limited types of retail stores and personal services, parking lots and garages | 30 feet        | Non-Res. Occupancies | NONE                   |
|          |                                                                |                | Residence Occupancies |                        |
|          |                                                                |                | Same as R-4          |                        |
| B-2      | B-1 uses, homes for adjustment, funeral homes, retail sales and services, business and personal services, eating and drinking places, advertising signs, post office, repair services, entertainment places | 85 feet        | Non-Res. Occupancies | NONE                   |
|          |                                                                |                | Residence Occupancies |                        |
|          |                                                                |                | Same as R-5          |                        |</p>
<table>
<thead>
<tr>
<th>DISTRICT</th>
<th>PRINCIPAL USES</th>
<th>MAXIMUM HEIGHT</th>
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<th>MAXIMUM FLOOR AREA RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-3</td>
<td>B-2 uses, wholesale distributors, warehouses, hotels and motels, printing, outdoor eating places, research facilities</td>
<td>Same as B-2</td>
<td>Same as B-2</td>
<td>NONE</td>
</tr>
<tr>
<td></td>
<td>Auto upholstering, off-site motor vehicle storage lots</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B-4</td>
<td>B-3 uses, bakeries, trade schools, automobile repair, gas stations, automobile sales and service, animal kennel, veterinary clinics, contractors' yards, repair trades, haleports, outdoor recreation.</td>
<td>Non-Res. Occupancies</td>
<td>NONE</td>
<td>NONE</td>
</tr>
<tr>
<td></td>
<td>Some M-1 uses</td>
<td></td>
<td>Residences Occupancies</td>
<td>Same as R-7</td>
</tr>
<tr>
<td></td>
<td>Drive-in theaters, machine shops</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C-1</td>
<td>All forms of dwellings, churches, retail stores, personal and business services, offices, parking garages, haleports, entertainment places, eating and drinking places</td>
<td>NONE</td>
<td>NONE</td>
<td>9.00</td>
</tr>
<tr>
<td></td>
<td>Parking lots</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C-2</td>
<td>C-1 uses, institutional uses, recreational uses, funeral homes, gas stations, automobile sales and service, household services, repair trades, parking lots, convention halls, stadium, limited manufacturing</td>
<td>NONE</td>
<td>NONE</td>
<td>7.00</td>
</tr>
<tr>
<td></td>
<td>Truck and trailer lots</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M-1</td>
<td>Office buildings, laboratories, printing and lithographing establishment, light manufacturing uses, food products industries, churches, agricultural uses, wholesale</td>
<td>2 stories or 35 feet (Max whichever 10,000 Sq. Ft.)</td>
<td>.60 (Maximum Building Coverage 40%)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Parking facilities, machine shops</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DISTRICT</td>
<td>PRINCIPAL USES</td>
<td>MAXIMUM HEIGHT</td>
<td>MINIMUM LOT AREA</td>
<td>MAXIMUM FLOOR AREA RATIO</td>
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<td>--------------------------</td>
</tr>
<tr>
<td>M-2</td>
<td>0-2 uses, B-4 uses, C-2 uses, M-1 uses, concrete plants, truck terminals, medium manufacturing uses, gas stations, (Many prohibited uses, see Zoning Code)</td>
<td>None, except within 100 ft. of &quot;R&quot; District</td>
<td>Same as &quot;R&quot; District</td>
<td>NONE</td>
</tr>
<tr>
<td></td>
<td>Limited bulk storage of acid, non-ferrous metal smelting</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M-3</td>
<td>M-2 uses, heavy manufacturing uses, (some prohibited uses, see Zoning Code)</td>
<td>Same as M-2</td>
<td>NONE</td>
<td>NONE</td>
</tr>
<tr>
<td></td>
<td>Junk yards, stockyards, petroleum refining, metal smelting</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RF-1</td>
<td>Single-family dwellings, agricultural uses, recreational facilities, boating facilities, boat repair, airports, stadiums, parking facilities, amusement enterprises, recreational vehicle parks</td>
<td>35 feet above</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td></td>
<td>Multi-family dwellings, limited boat related uses, recreational uses, warehouse uses, retail sales and services</td>
<td>65 foot flood elevation</td>
<td>Sq. Ft.</td>
<td>Sq. Ft.</td>
</tr>
<tr>
<td>RF-2</td>
<td>RF-1 uses, advertising signs, river terminals, storage tanks and structures, wholesale produce markets, boat building</td>
<td>Same as M-2</td>
<td>NONE</td>
<td>NONE</td>
</tr>
<tr>
<td></td>
<td>Scrap metal storage and processing, mining, river-oriented industry</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MP</td>
<td>Stockyards, meat, fish and poultry packing, sales and distribution</td>
<td>Same as M-2</td>
<td>NONE</td>
<td>NONE</td>
</tr>
</tbody>
</table>

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OVERLAY DISTRICTS

E-OV  (Experimental Overlay District)
A district which may be over-layed over any other district. A special E-OV Board created for each area over-layed may adopt variances of the applic-able regulation contained in the Zoning and Building Codes.

I.O.C.  (Interim Development Control)
A district which may be over-layed over any other district. It is the pur-pose of this chapter to provide for the application of interim development controls pending the study and adoption of proposed amendments to the Zoning Code in order to protect the integrity and purposes of such proposed amend-ments by preventing establishment of uses inconsistent with such proposed amendments and sound, comprehensive planning.

E.Q.  (Environmental Quality)
A district which may be over-layed over any other district. The purposes of EQ Regulations are to assist the development of land and structures to be compatible with the environment and to protect the quality of the urban en-vironment in those locations where the characteristics of the environment are of significant public value and are vulnerable to damage by development permitted under conventional zoning and building regulations.

H.D.  (Historic District)
A district which may be over-layed over any other district. It is the pur-pose of this chapter to promote the conservation, protection, restoration, rehabilitation, use, and overall enhancement of structures, sites and districts within the city having a special historic, architectural, com-munity, or aesthetic interest or value.

N.H.R.  (Neighborhood Housing Retention)
A district which may be over-layed over any other district. It is the pur-pose of this chapter to promote the availability of decent, safe and sanitary housing for low-income residents of the city. It is intended that the dis-placement of low-income residents is minimized by controlling demolition of the existing housing stock.

July 1, 1982
Planning Services Division of the
Department of City Planning
In conjunction with
Zoning Section
Division of Licenses and Permits
Department of Buildings and Inspections
APPENDIX B DOCUMENT / PROJECT ABSTRACT

The following is an abstract of documents and projects in progress or completed within South Cumminssville since 1978. This material was compiled by the Planning And Management Support office (PAMS) of the City Planning Department. The summaries included represent those projects on file as a matter of public record but may not be all inclusive. This section is provided to inform those interested of past and current activities within the neighborhood.

1. Citizen Services Survey '81
2. South Cumminsville Neighborhood News
3. Garfield School
4. Intersection of Herron Avenue and Powers Street
5. Hopple Street at Beekman Street
6. Mill Creek Flood Protection Project
7. Ohio Knife Company
8. Webman Court Subdivision
PAMS LIBRARY SYSTEM
DOCUMENT ABSTRACT REPORT
TITLE: CITIZEN SERVICES SURVEY '81 - NEIGHBORHOOD REPORT
- HEINOLD AREA
AUTHORS: CINTI NEIGH HSH & CONSERV DEPT
CINTI PMBS
CINTI REB
PUB. DATE: 12/82
DUPLICATE COPY: N
NO. PAGES: 10
ACCESSION #: 589-S
PRIMARY SUBJECT: MUNICIPAL SERVICES
STAT NEIGHBORHOOD: NORTH FAIRMOUNT-ENGLISH WOODS
NST NEIGHBORHOOD: HEINOLD
CURRENT LIB. LOC: 22-0373-1656
CCP REFERENCE #: 
ABSTRACT: REPORT SUMMARIZES THE HEINOLD AREA PORTION OF THE CINTI CITIZENS SERVICES SURVEY-1981. SURVEY OF CITIZEN'S VIEWS ADDRESSED 4 MAJOR AREAS: 1) EVALUATION OF CURRENT QUALITY OF CITY SERVICES; 2) PRIORITIES OF CITY BUDGETARY EXPENDITURES; 3) REACTIONS TO ALTERNATIVE FINANCING OPTIONS FOR SELECTED CITY SERVICES; 4) ANSWERS TO QUESTIONS POSED BY & INTEREST TO SPECIFIC CITY DEPTS. REPORT IS 1 OF 36 DEVELOPED TO PRESENT THE SURVEY FINDINGS AT THE NEIGHBORHOOD LEVEL.

DOCUMENT ACTION DATE AGENCY ORD.#

PAMS LIBRARY SYSTEM
DOCUMENT ABSTRACT REPORT
TITLE: SOUTH CUMMINSVILLE NEIGHBORHOOD NEWS
AUTHORS: S. CUMMINSVILLE COMM COUNCIL
PUB. DATE:
DUPLICATE COPY: N
NO. PAGES: 0
ACCESSION #: 1234-C
PRIMARY SUBJECT: NEWSLETTERS
STAT NEIGHBORHOOD: SOUTH CUMMINSVILLE-MILLVALE
NST NEIGHBORHOOD: MILLVALE
CURRENT LIB. LOC: NEIGHBORHOOD NEWSLETTER FILE
CCP REFERENCE #: 
ABSTRACT: THIS FILE CONTAINS GENERAL INFORMATION NEWSLETTERS ON THE SOUTH CUMMINSVILLE COMMUNITY. THE PURPOSE OF THIS NEWSLETTER IS TO INFORM SOUTH CUMMINSVILLE RESIDENTS OF EVENTS WHICH CAN AFFECT SOUTH CUMMINSVILLE OR ARE TAKING PLACE IN THE COMMUNITY.

DOCUMENT ACTION DATE AGENCY ORD.#
TITLE: GARFIELD SCHOOL

ADM. AGENCY: NONE
PROJECT MANAGER:
PHONE #: -
LOCATION: 0 BORDAN ST
CENSUS TRACTS: 77 0 0
PROJECT STATUS: ACTIVE
PLANNED COMPLETION:
COMPLETION DATE:

DESCRIPTION: GARFIELD SCHOOL WAS CLOSED IN 1979. THIS FILES CONTAINS INFORMATION ON COMMUNITY COMPLAINTS OVER THE VANDALIZED CONDITION OF THE BUILDING.

CURRENT STATUS:

MILESTONES DATE SOURCE
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FUNDING INFORMATION
**********************************************************************
EST. TOTAL COST: 0
TOTAL FUNDING: 0
FUNDING SOURCE DATE
**********************************************************************

CDBG REF. #: 0
CIP REF. #: 0
CONTACT PERSON:
CONTACT SOURCE: CINTI BOARD OF EDUCATION
PHONE #: 369-4000
NOTES:
TITLE: MILLCREEK FLOOD PROTECTION PROJECT

ADM. AGENCY: NONE  
PROJECT MANAGER:  
PHONE #: -  
LOCATION: 0  
CENSUS TRACTS: 0 0 0  
PROJECT STATUS: ACTIVE  
PLANNED COMPLETION: 00/00/94  
COMPLETION DATE:  
INPUT DATE: 3-14-83  
STAFF INITIALS: CDN  
UPDATE DATE: 11-20-83  
STAFF INITIALS: DWY  
ACCESSION #: 859-F  
CURRENT LIB. LOC: AC-CITYWIDE ENVIRONMENTAL  
CP REFERENCE: 0  
PRIMARY SUBJECT: FLOOD CONTROL  
STAT. NEIGHBORHOOD: CITYWIDE  
NON-STAT. NEIGHBORHOOD: SOUTH CUMMINGSVILLE-MILLVALE  
PROJECT DESCRIPTION: LOCAL FLOOD PROTECTION PROJECT INVOLVING CHANNELIZATION WIDENING, DEEPENING, STRAIGHTENING OF MILLCREEK, BOTH WITHIN AND OUTSIDE CITY OF CINTI. DEV OF REC FEATURES ARE INCLUDED.


MILESTONES  DATE  SOURCE
FINANCING OR GRANT SECURED 08/02/74 NEWSPAPER ARTICLES
FINANCING OR GRANT SECURED 06/26/75 NEWSPAPER ARTICLES
REAL ESTATE TRANSACTION 08/00/79 CPC STAFF REPORTS
CPC APPROVED 08/24/79 CPC STAFF REPORTS
CPC APPROVED 09/07/79 CPC STAFF REPORTS
CONSTRUCTION UNDERWAY 04/22/81 NEWSPAPER ARTICLES
BID LET 01/15/82 DODGE REPORTS
CONSTRUCTION UNDERWAY 07/14/83 TELEPHONE CONTACT

FUNDING INFORMATION
EST. TOTAL COST: 181,400,000
TOTAL FUNDING: 0
FUNDING SOURCE DATE
0 FEDERAL
0 STATE
0 MCC
0
0
0
CDBG REF. #: 0
CIP REF. #: 0
PHONE #: 721-6173
CONTACT PERSON: MILLCREEK VALLEY CONSERV DIST.
CONTACT SOURCE: MILLCREEK VALLEY CONSERV DIST.
NOTES:
PAMS LIBRARY SYSTEM
PROJECT ABSTRACT REPORT

TITLE: OHIO KNIFE COMPANY

ADM. AGENCY: NONE
PROJECT MANAGER: 
PHONE #: -
LOCATION: 1761 ELMORE
CENSUS TRACTS: 77 0 0
PROJECT STATUS: COMPLETED
PLANNED COMPLETION:
COMPLETION DATE: 08/01/92
PROJECT
DESCRIPTION: THE OHIO KNIFE COMPANY IS CONSTRUCTING AND EQUIPPING A WAREHOUSE/GENERAL OFFICE BUILDING ON ELMORE STREET, RESULTING IN 15-20 NEW JOBS FOR THE CITY.

CURRENT STATUS:

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FUNDING INFORMATION

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| TOTAL FUNDING:                   | 0          |

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CD8G REF. #: 0
CIP REF. #: 0
CONTACT PERSON: CARL UHLENBROCK
CONTACT SOURCE: OHIO KNIFE COMPANY
PHONE #: 541-1423
NOTES: ORD #439-81
FAMS LIBRARY SYSTEM
PROJECT ABSTRACT REPORT

TITLE: WEBMAN COURT SUBDIVISION

ADM. AGENCY: CINTI METRO HOUSING AUTHORITY
PROJECT MANAGER: HENRY STEFANIK
PHONE #: 721-4430
LOCATION: WEBMAN
CENSUS TRACTS: 77 0 0
PROJECT STATUS: COMPLETED
PLANNED COMPLETION: 11/00/82
COMPLETION DATE: 11/00/82
PROJECT

DESCRIPTION: CHAPA DEVELOPED THIS 10-HOME PUBLIC HOUSING SUBDIVISION IN S. CUMINSVILLE. THIS IS THE FIRST SUBDIVISION OF NEW SINGLE-FAMILY HOUSING BY CHAPA.

CURRENT STATUS: ON NOVEMBER 12, 1982 THE CINCINNATI METROPOLITAN HOUSING AUTHORITY HELD AN OPEN HOUSE AND INSPECTION OF THE NEWLY DEVELOPED SUBDIVISION LOCATED AT 1940 WEBMAN COURT.

MILESTONES

| ZONE CHANGE | 10/17/80 CPC STAFF REPORTS |
| BLDG AND INSPECT PERMIT | 03/00/82 MISC REPORTS |
| CONSTRUCTION COMPLETED | 11/12/82 NEWSPAPER ARTICLES |

FUNDING INFORMATION

| EST. TOTAL COST: | 0 |
| TOTAL FUNDING: | 0 |

CONTACT PERSON: [phone number]
CONTACT SOURCE: [phone number]
CREDITS

CITY OF CINCINNATI STAFF

DEPARTMENT OF ECONOMIC DEVELOPMENT

NELL SURBER, DIRECTOR
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GORDON HOWIE, DEVELOPMENT OFFICER
RALPH GRIEME, INDUSTRIAL CONSULTANT

DEPARTMENT OF CITY PLANNING

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ROLAND DOCTER, ACTING ADMINISTRATOR OF ADVANCED PLANNING
CAROL WALKER, ADMINISTRATIVE ASSISTANT 3
STEPHEN C. BRIGGS, CITY PLANNER 2
LARRY SUTTON, CITY PLANNER 1